ANCHOR

NATION-WIDE

FENCING SERVICE

CATALOG NO. 73

ANCHOR FENCES

A Nation-wide Fencing Service for Industrial Plants

Catalog No. 73

ANCHOR POST FENCE COMPANY

MANUFACTURERS AND ERECTORS OF FENCES FOR ALL PURPOSES

***General Sales Office*, Eastern Ave. & 35th St., Baltimore, Md.**

Division Sales Offices

NEW YORK, N. Y., 9 East 38th St.
CLEVELAND, OHIO, 21500 St. Clair Ave.
SAN FRANCISCO, CAL., 761 Bryant Avenue

Branch Sales Offices

ALBANY, N. Y., 1111 Home Savings Bank Bldg.
BOSTON, MASS., 79 Milk St.
CHARLOTTE, N. C., Latta Arcade
CHICAGO, ILL., 646 N. Michigan Blvd.
DETROIT, MICH., 508 Architects Bldg.
HARTFORD, CONN., 43 Farmington Ave.
HOUSTON, TEXAS, 2112 Second National Bank Bldg.
INDIANAPOLIS, IND., 314 W. Bernard Ave.
LOS ANGELES, CAL., 616 So. Anderson St.
MINEOLA, L. I., N. Y., 167 Jericho Turnpike
NEWARK, N. J., 60 Park Place
PHILADELPHIA, PA., Real Estate Trust Bldg.
PITTSBURGH, PA., 541 Wood St.
ST. LOUIS, MO., 723 Wainwright Bldg.
SHREVEPORT, LA., 3306 Line Ave.

Sales Agents in Other Principal Cities

FACTORIES: BALTIMORE, MD. CLEVELAND, OHIO

ANCHOR

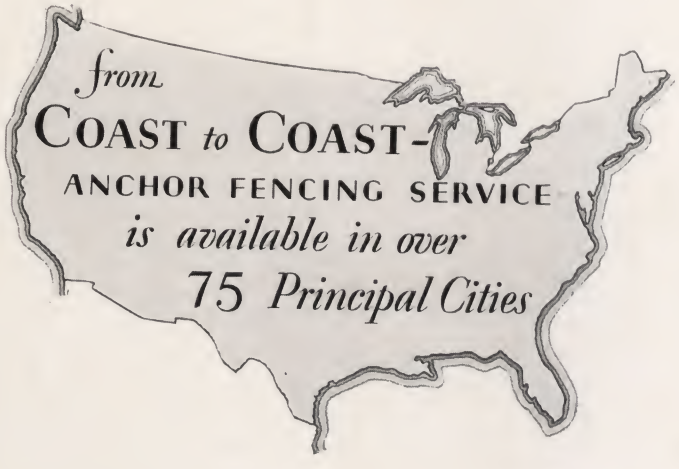
Nation-wide Sales and Erecting Service

IN order to serve our customers as promptly and effectively as possible we maintain a nation-wide organization of fencing specialists. Our sales representatives are located in practically every principal city in the country.

Nineteen Anchor Division and Branch Offices and over 75 Anchor Sales Agencies comprise the network of Anchor Service Stations reaching from coast to coast. Backing them up are our manufacturing plants in Baltimore and Cleveland—the former being one of the largest single chain link fence production units in the country.

Our representatives are equipped to render a valuable and helpful service. Take advantage of their experience and wide knowledge of fencing requirements. They will be glad to fully cooperate with you, to advise you as to the type of Anchor Fence which will best meet your needs and to relieve you of all measuring and erecting details.

As we consider the proper erection of a fence of vital importance we maintain, at each of our Service Stations, trained crews of men to do this work. Our erectors are experienced men whose thorough workmanship insures a well-done, economical job.



ANCHOR FENCES

Their Four Exclusive Features of Construction

Anchor-Weld
Wire Gate

"TO Build Better Fences" has been the aim of our organization since we were established 35 years ago. During this period our manufacturing and erecting experiences have enabled us to make many improvements which added materially to the strength, durability and appearance of our product. In addition, trained engineers have been employed to develop new features.

Many notable improvements have resulted from this engineering and research work. Of these, we consider the four exclusive Anchor features, illustrated and described on this page, to be the most important.

Anchor Square
Terminal Post

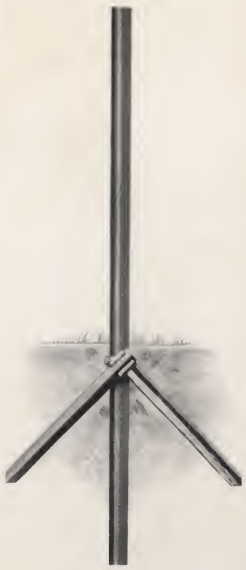
Anchor
U-bar Line Post

1 Anchor-Weld Wire Gate—the latest Anchor development. Built with a frame of square tubular steel—*butt-welded* at the corners. The square shape of the heavy steel tubing, together with the welding of the corners, provides a framework of such exceptional strength that no reenforcing diagonal braces are needed. We can safely claim that the Anchor-Weld is the strongest and most attractive wire gate made.

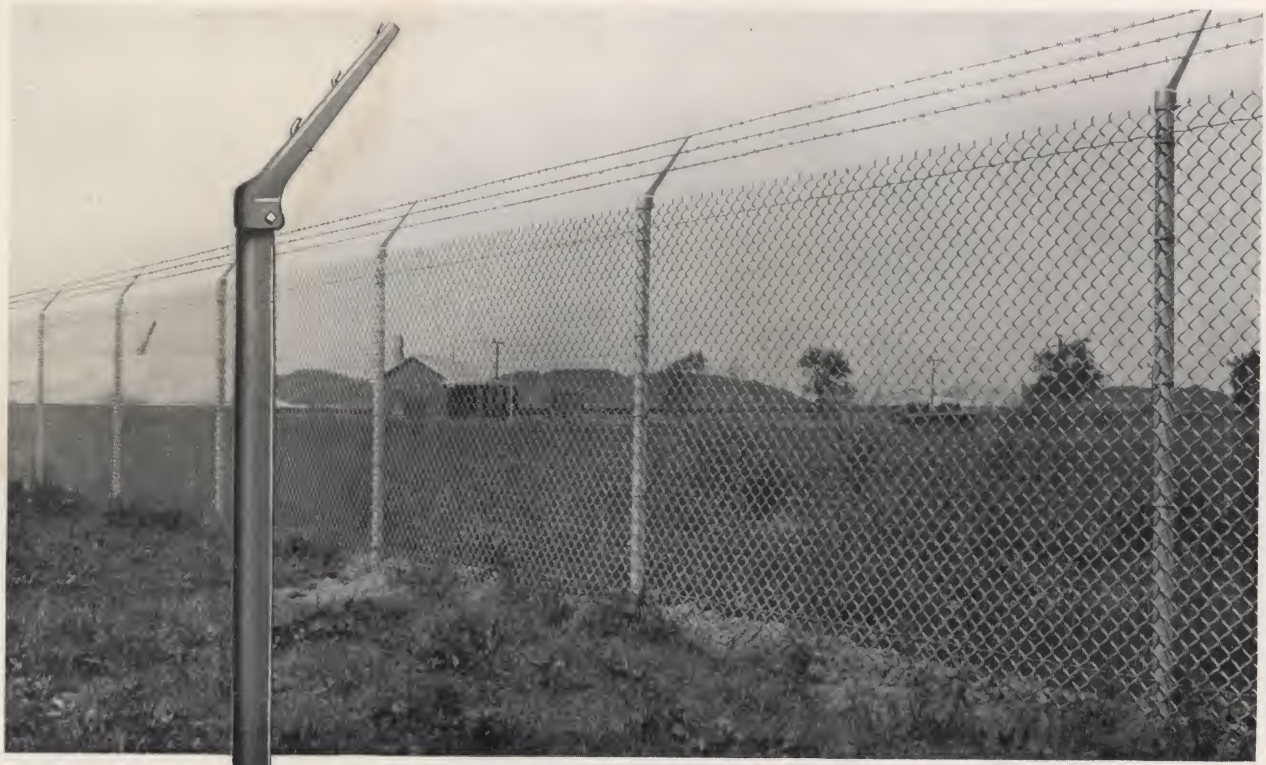
2 Square Terminal Posts—stronger because they are square in section. More protective—have no fabric-holding bands and therefore provide no footholds for climbing. Better-looking—because of their graceful lines.

3 U-Bar Line Posts—made of high carbon steel. Size for size and weight for weight they are 50% stronger than posts made from any other sections.

4 Drive-Anchorage—Anchor fence posts are anchored in the ground as a tree is anchored by its roots. Neither frosts, thaws nor the many strains to which a fence is subjected can disturb the firm grip of this anchorage.



Anchor
Drive-Anchorage



Type DOA-1—Anchor Chain Link Fence with Barbed Wire but without Top Rail.
The fence shown is 8 feet high and is part of an installation of 7,200 feet at the plant of the Dodge Motor Car Co., Detroit, Mich.

FIRM
because Anchored

The illustration to the right shows our thorough drive-anchor method of setting Anchor fence posts.

A post so anchored permanently holds its initial alignment in any kind of soil and is not disturbed by the upheaval of the ground during frosts and thaws.

Spread of anchors below ground—3′-3″

Anchor Fences of the types shown on these pages provide barriers which are practically impassable.

The strong chain link fabric, No. 6 or No. 9 gauge, cannot be forced and affords no toehold for climbing. As a further safeguard against climbing, each fence is topped by sharply-barbed wires securely fastened to galvanized pressed-steel arms.

The Anchor Square Terminal Posts add materially to the protection which these fences afford. They have no bands on which tramps can get a foothold. The fabric is fastened by special fittings to the inside of the posts and cannot be detached from the outside. See page 15.

The gates are of our new welded square-tube construction and are made in single and double types, in a variety of widths. See pages 8, 9, 10 and 11.

Posts Set in Concrete

While we strongly advocate the drive-anchor method of setting posts, we can, in deference to a customer's wishes, set our posts in concrete footings when conditions warrant such a procedure.

Type DTA-1—Anchor Chain Link Fence With Top Rail and Barbed Wire.

At Cleveland Electric Illuminating Co., Cleveland, O.

Right: The new Anchor-Weld Wire Gate of welded square tube construction.

Type DOA-1—Anchor Chain Link Fence with Barbed Wire but without Top Rail.

Part of an installation of 2,125 feet of Anchor Chain Link Fence, 7 feet high, at the plant of the United Color and Pigment Co., Newark, N. J. Guarding the coal supply is one of the many services that an Anchor Fence effectively performs.

Type DTA-1—Anchor Chain Link Fence with Barbed Wire and Top Rail.

This fence, erected by our Pittsburgh office on the property of the National Supply Co., Pittsburgh, Pa., not only protects the plant building but the yard materials as well.

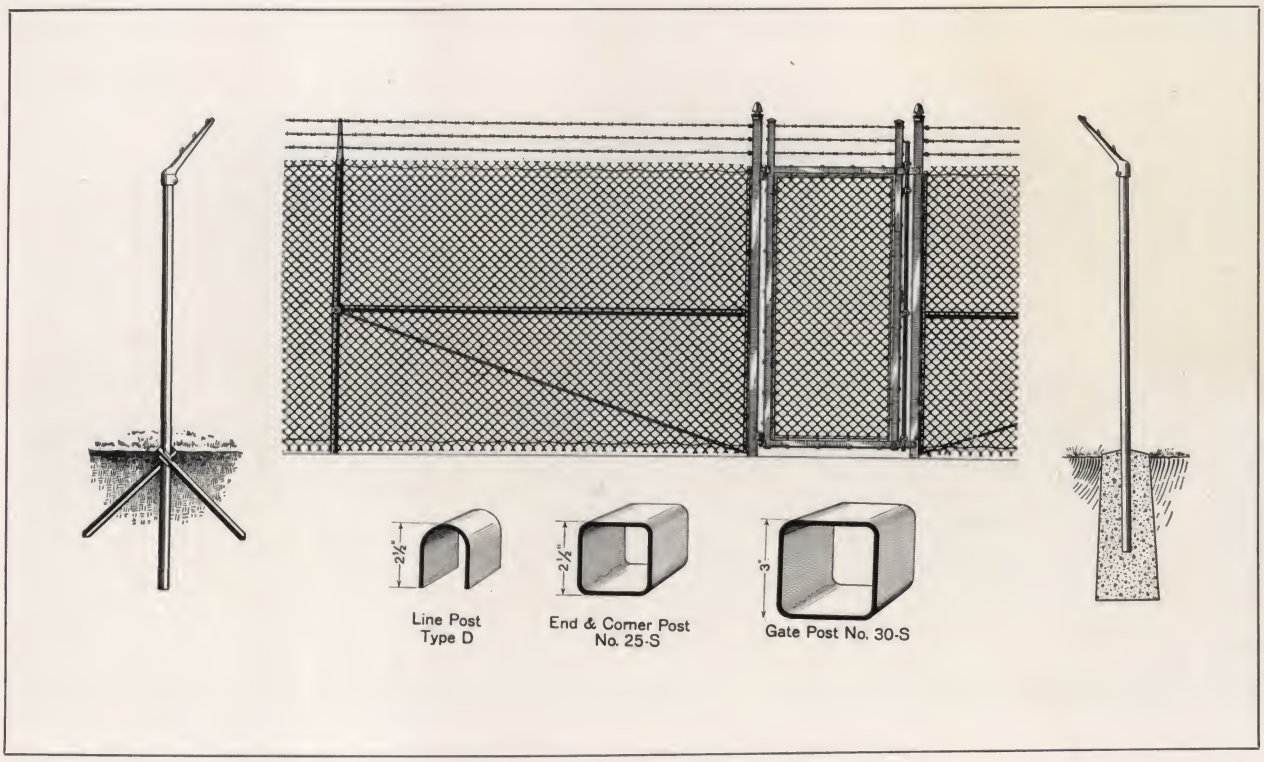
Two of many Examples of Anchor Durability

Crocker-Wheeler Electric Mfg. Co., Ampere, N. J. Fence erected July, 1907. Photographed November, 1923.

Bristol Patent Leather Co., Bristol, Pa. Fence erected June, 1910. Photographed November, 1923.

Time alone can completely reveal the merits or demerits of any particular type of fence construction. And it is the proof of time, proof after proof, that we can offer as evidence of the correct design and enduring construction of Anchor Fences.

Typical of the many examples of Anchor durability is the fence shown above, to the left. It is the first chain link industrial fence installed in this country and, although in service for over 20 years, still stands straight, true and firm. The other fence shown was installed 18 years ago and likewise continues to give effective service. Both fences promise many more years of unfailing protection.



Construction details of Anchor Chain Link Woven Steel Fence. We furnish this fence either with or without top rail of galvanized pipe.

SPECIFICATIONS

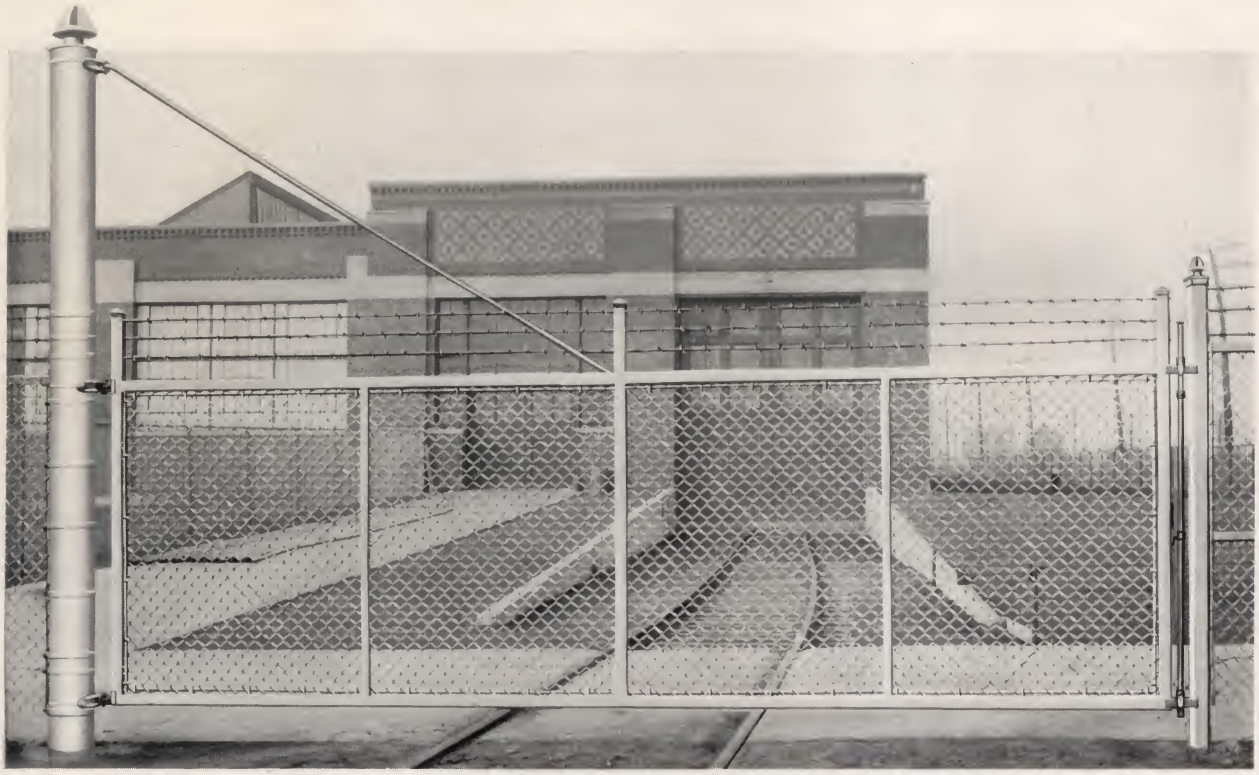
Anchor Chain Link Fences—Types DOA-1 and DTA-1

	7′–0″	**8′–0″**	**9′–0″**	**10′–0″**
Height of Fence to Top of Barbed Wire . .				
Line Posts, high carbon steel **U**-bars, spaced about 10′, size	2½″	2½″	2½″	2½″
Length of Post Bar (not including arm) . .	9′–0″	10′–0″	11′–0″	12′–0″
Length of Anchors (each)	2′–6″	2′–6″	2′–6″	2′–6″
Top Rail (DTA-1 only) Standard Pipe, outside diameter	1⅝″	1⅝″	1⅝″	1⅝″
End, Corner and Gate Posts for Single Gates, size	25-S	25-S	25-S	25-S
Gate Posts for double gates up to 24′-0″ opening size	30-S	30-S	30-S	30-S
Netting, Chain Link, 2″ Mesh, No. 6 or No. 9 Copper-bearing Steel Wire, *Galvanized after Weaving*, width	72″	84″	96″	108″
Gates..Single, opening	4′–0″	4′–0″	4′–0″	4′–0″
Double, openings up to	40′–0″	40′–0″	40′–0″	40′–0″

Barbed Wire GALVANIZED AFTER FABRICATION.

ALL PARTS of Fence are heavily GALVANIZED.

See Pages 9, 12, 13, 14 and 15 for details of construction.



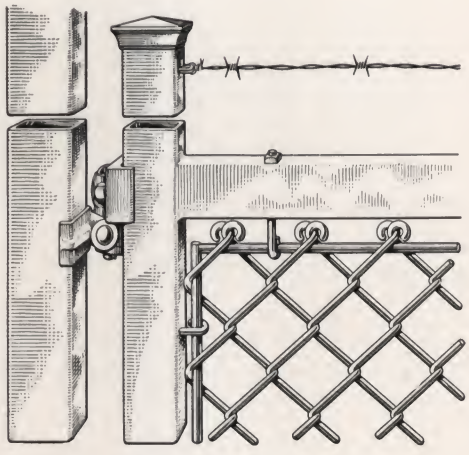
Type SDA-1—Anchor-Weld Wire Single Gate.

A GATE is constantly subjected to a wear and tear which the fence itself is never called upon to withstand. The hard usage incident to factory and railroad service will in time transform it into a weak, wobbling, ineffective barrier, unless it is built to meet strains directed at it from every angle.

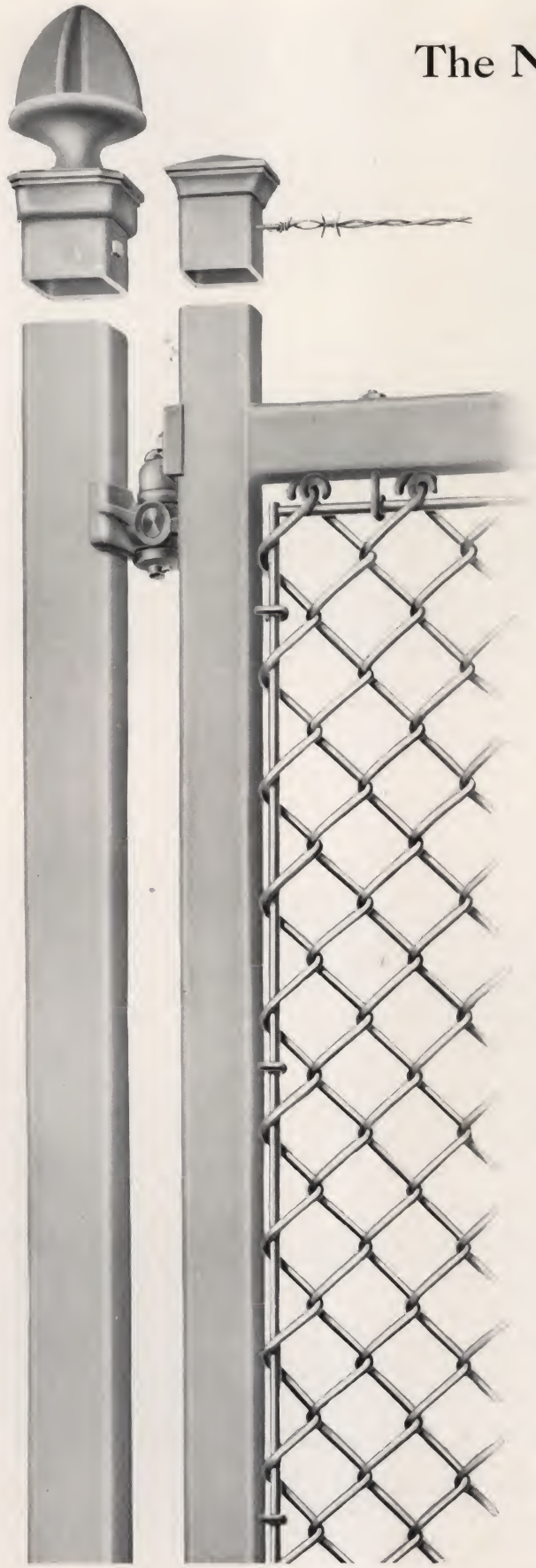
One of the most common causes of gate breakdown is the lateral strain due to opening and closing. This is felt particularly in the gate corners, where the horizontal and perpendicular members are joined, and unless the joints are very strong and absolutely permanent the destructive effect of the slight play at these vital points will constantly increase until the whole structure becomes insecure.

The outstanding feature of all Anchor-Weld Factory and Railroad Gates is STRENGTH. For a typical example of the tremendous strength of their construction your attention is directed to the detail of the gate frame on this page, showing how we electrically-weld the corners to meet the heavy strains at these points. The welded, square tubular construction of these gate frames, our method of fastening the Chain Link Fabric in the frame, and the substantial weight of the hinges and fittings, all go to make up a structure unsurpassed in strength and durability.

The Gate Posts are correctly proportioned to the size and weight of the gates, with an ample factor of safety to meet unusual conditions or unexpected strains, and last, but not least, all parts are GALVANIZED by the thorough hot-dip spelter process.



Detail of Gate Frame, showing horizontal and vertical members inseparably butt-welded together. The frame is made of square tubular steel, a form of construction which contributes largely to the strength and rigidity of the entire gate structure and to its pleasing appearance.



The New Anchor-Weld Wire Gate

—one of the four exclusive Anchor Features

THIS gate, made in both single and double types, is the latest Anchor development. It marks an important improvement in gate construction.

Square Tubular Frame with Welded Corners

The frame is made of square tubular steel. Its horizontal and vertical members are inseparably butt-welded together at the corners. This construction results in great strength and rigidity.

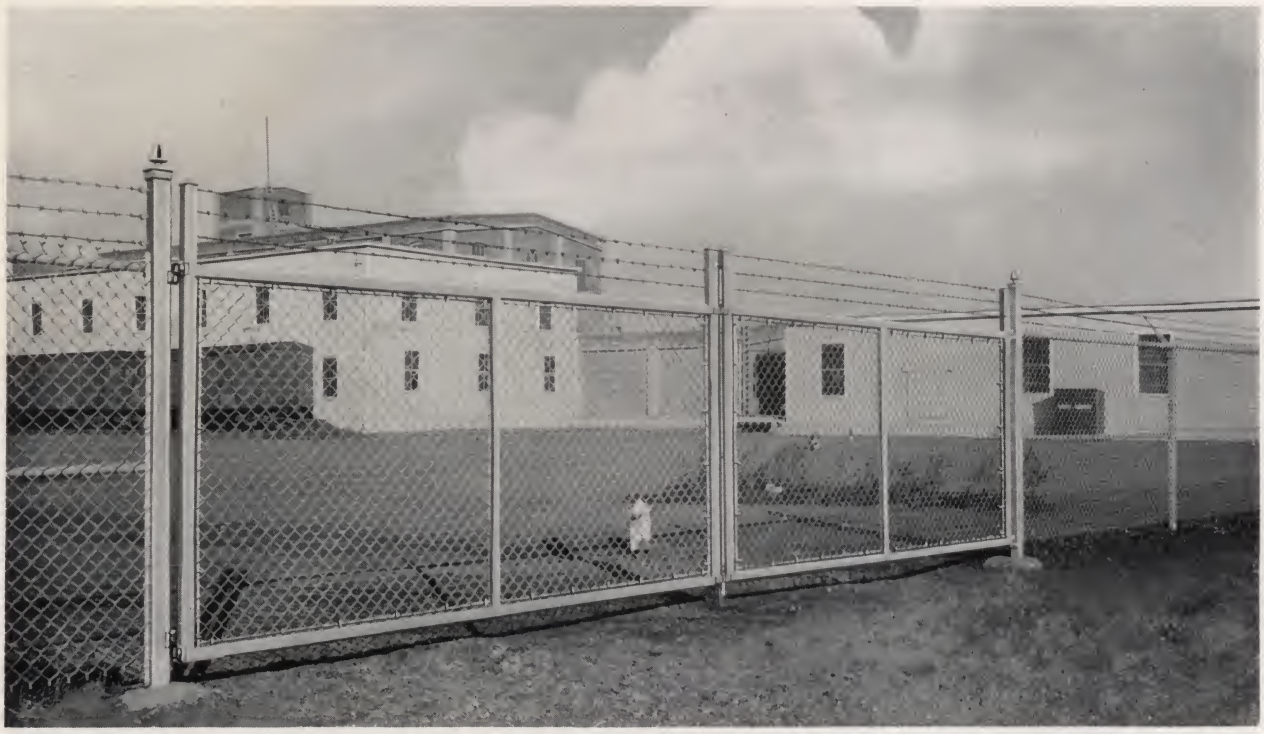
Copper-bearing Steel Wire is used for the Chain Link Fabric. Round steel tension rods securely hold the fabric to the frame—keeping it permanently taut. The fabric easily can be replaced at any time if necessary.

Because of the design of our hinges Anchor-Weld Wire Gates can be swung through an arc of 180°. These hinges are reversible and although they are ordinarily arranged to swing our gates inward, they easily can be assembled so as to swing the gates in the opposite direction.

Pleasing Appearance

We have designed the Anchor-Weld Wire Gate so that it will harmonize with well-kept grounds. The square tubular frame, in particular, contributes to its attractive appearance. Note the absence of disfiguring diagonal braces.

The graceful square terminal posts are supplied for Anchor-Weld Wire Gates with openings up to 26 feet, providing a most becoming setting.



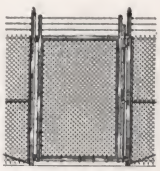
Type SDA-1—Anchor-Weld Double Gate.

A gate that is exceptionally strong, rigid and attractive in appearance, principally because of its welded, square tubular frame construction.

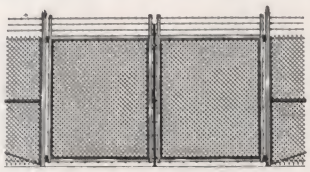
Type Q—Anchor-Weld Cantilever Sliding Gate.

The gate shown was erected for the Department of Street Railways, Detroit, Mich. Anchor-Weld Gates of this type operate on rollers attached to the two supporting posts.

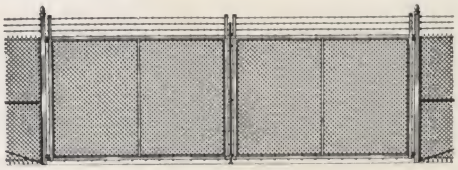
Specifications—Anchor-Weld Swinging Gates



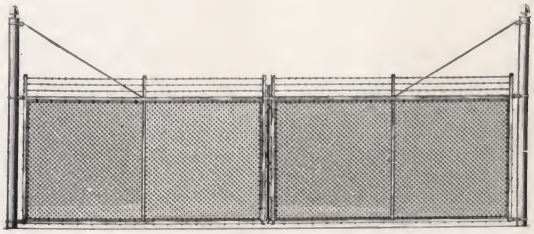
Type SDA-1—4′-0″ Opening



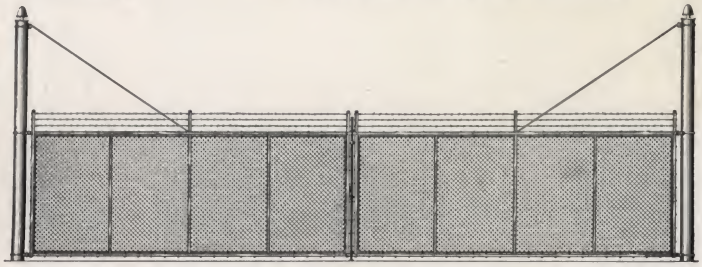
Type SDA-1—12′-0″ Opening



Type SDA-1—24′-0″ Opening



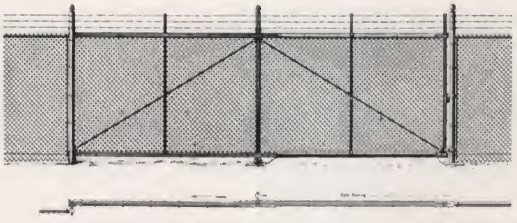
Type SDA-1—28′-0″ Opening



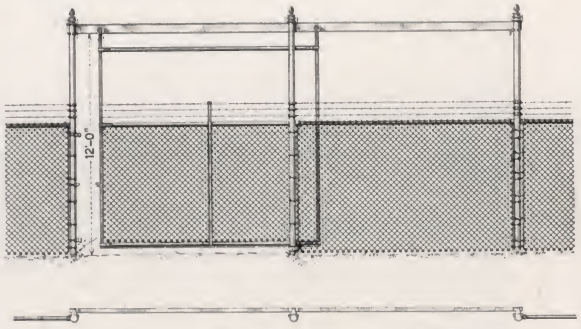
Type SDA-1—36′-0″ Opening

Type	Width of Gate	Height of Gate	Size of Posts
Single Walk, Type SDA-1	4′ to 6′	6, 7, 8, 9 or 10′	No. 25-S
Double Drive, Type SDA-1	8′ to 12′	6, 7, 8, 9 or 10′	No. 25-S
Double Drive, Type SDA-1	14′ to 26′	6, 7, 8, 9 or 10′	No. 30-S
Double Drive, Type SDA-1	26′ to 36′	6, 7, 8, 9 or 10′	No. 26
Double Drive, Type SDA-1	over 36′	6, 7, 8, 9 or 10′	No. 28

Specifications—Anchor-Weld Sliding Gates



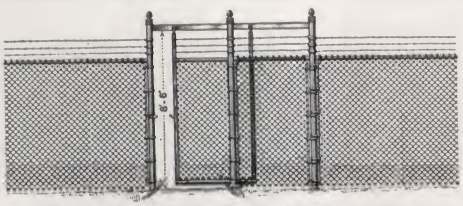
Cantilever Sliding Gates Types R, P & Q



Overhead Sliding Gate—Type T

Single Gates—Type R (frame without center upright) — 4-ft. and 6-ft. opening
Single Gates—Type P (frame with one center upright in each) — 8 ft. and 10-ft. opening
Double Gates—Type P (half of gate) — 16 ft. and 20-ft. opening
Single Gates—Type Q (frame with two center uprights in each) — 12-ft., 14-ft. and 16-ft. opening
Double Gates—Type Q (half of gate) — 24 ft., 28-ft. and 32-ft. opening

Types of Overhead Sliding Gates	Width of Gate	Height of Gate	Height of Track	Size of Posts	Size of Track
Single Type T	12′-0″	7′, 8′, 9′, or 10′	12′-0″	No. 24	5″ I-beam
Single Type T	14′-0″	7′, 8′, 9′, or 10′	12′-0″	No. 24	5″ I-beam
Single Type T	16′-0″	7′, 8′, 9′, or 10′	12′-0″	No. 24	6″ I-beam
Double Type T	20′-0″	7′, 8′, 9′, or 10′	12′-0″	No. 24	6″ I-beam



Type U—Single Walk Sliding Gate

Specifications
Type U—Single Walk Sliding Gate

Width of Gate	Height of Gate	Height of Track	Size of Post	Size of Track
4′-0″	6′, 7′ or 8′	8′-6″	No. 23	4″ I-beam

Naturally the Post Bent—But the Anchors Didn't Budge!

How a skeptical factory superintendent was convinced of the tremendous holding power of our post anchorage

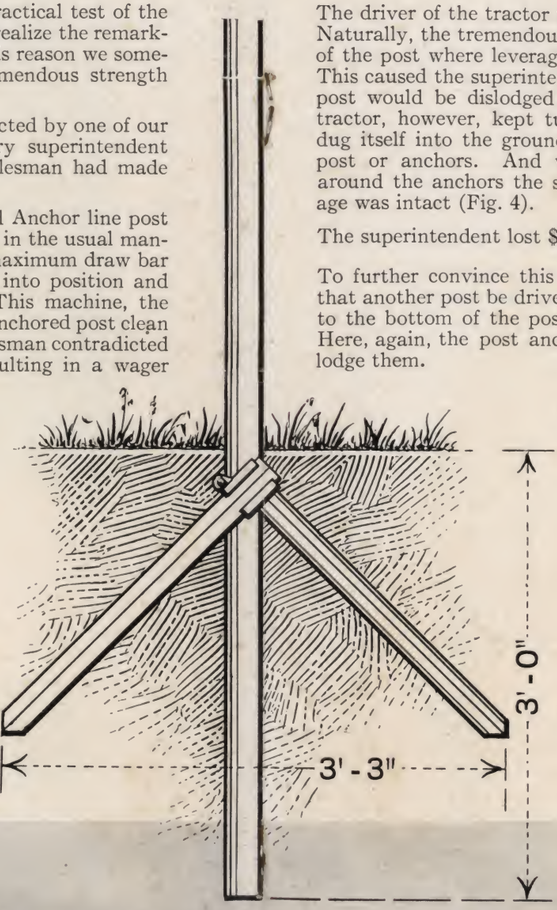
FEW persons who have not made a practical test of the holding power of our post anchorage realize the remarkable grip it has upon the ground. For this reason we sometimes are called upon to prove the tremendous strength which we claim for it.

The tests illustrated herewith were conducted by one of our salesmen to convince a skeptical factory superintendent who had questioned every claim this salesman had made in the above connection.

In preparation for these tests, a standard Anchor line post was driven into the ground and anchored in the usual manner (Fig. 1). Then, a tractor, having a maximum draw bar pull of approximately a ton, was called into position and hitched to the top of the post (Fig. 2). This machine, the superintendent claimed, would pull the anchored post clean out of the ground, roots and all. Our salesman contradicted this boast and a short debate ensued, resulting in a wager of $10.00 on the outcome of the test.


1


2



The driver of the tractor then was ordered to "step on the gas". Naturally, the tremendous pull of the tractor, applied at the top of the post where leverage was greatest, bent the post (Fig. 3). This caused the superintendent to smile, as he expected that the post would be dislodged within the next few moments. The tractor, however, kept tugging at its immovable load until it dug itself into the ground and stalled—unable to budge either post or anchors. And when the ground was removed from around the anchors the superintendent found that the anchorage was intact (Fig. 4).

The superintendent lost $10.00—we won the order.

To further convince this superintendent, our salesman ordered that another post be driven and that the same tractor be hitched to the bottom of the post just above the ground line (Fig. 5). Here, again, the post anchors defied every effort made to dislodge them.


3


4


5

The Drive-Anchor Method of Setting Posts

An Anchor post is driven down into the solid ground and then anchored by means of two steel stakes driven diagonally through shoes clamped to the sides of the post. The position of the anchor stakes, when driven in, is at right angles to the line of the fence, thus bracing the post from both sides, front and back.

The "grip" upon the sub-soil is such that a strain, even sufficient to bend or break the post, will not shift the anchors. As a matter of fact, when a heavy motor truck runs into one of our fences a post or two may be bent or even broken, if the force is great enough, but the anchorage never stirs.

Neither frosts, thaws nor the many other strains to which a fence is subjected can disturb a fence with posts set by the drive-anchor method. It is bound to hold *permanently* its initial alignment.

An experience of over thirty-five years in the manufacture and setting of fences, during which time we have made it a practice to thoroughly test the merits and demerits of very nearly every type of metal post made in this country, warrants the claim that the drive-anchorage used by us is by far the simplest and most effective support for a fence post.

The hundreds of thousands of Anchor posts now in use in the United States, Canada and foreign countries, under every possible variation of soil and climate, is the best proof that we can offer to substantiate this claim.

The U-bar Line Post

—one of the four exclusive Anchor Features

THE photograph to the left shows, in actual size, a section of one of our standard galvanized line posts.

This post is made of a high carbon steel (.35 to .50 carbon), a tough, close-grained metal very much stronger than common commercial or "mild steel" (.12 to .15 carbon). It is **U**-shaped in cross-section in preference to pipe, T or L-bar, for the reason that, weight for weight and size for size, **U**-bars are 50% stronger than any of the other sections. The proof of this statement will be found in the mechanical bending tests illustrated and tabulated below, which any engineer can readily check by making similar tests himself.

Anchor **U**-bar posts are heavily galvanized by the hot-dip spelter method to protect them against corrosion and that they are effectively protected is evidenced by thousands of installations throughout the country, many of them over 20 years old.

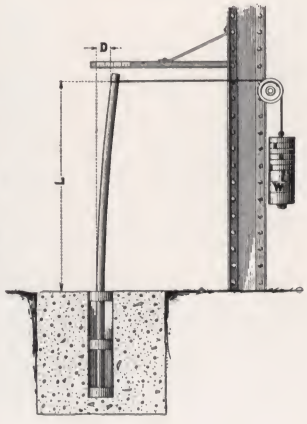
L – Length in feet from surface to point of load.

W – Weight in pounds.

D – Deflection in inches under load W.

d – Permanent set in inches after load is removed.

F – Bending moment in foot pounds.



Post Bars Tested	Test No. 1 Within the elastic limit					Test No. 2 Beyond the elastic limit					Test No. 3 Point of failure		
	L Feet	W Pounds	D Inches	d Inches	F Foot Pounds	L Feet	W Pounds	D Inches	d Inches	F Foot Pounds	L Feet	W Pounds	F Foot Pounds
2½″ U-Bar Size D	**6**	**450**	**4**	**0**	**2700**	**6**	**550**	**4⅞**	**¼**	**3300**	**6**	**620**	**3720**
2½″ O. D. Pipe	6	300	3	0	1800	6	330	3½	½	1980	6	350	2100
2″ U-Bar Size C	**6**	**300**	**5½**	**0**	**1800**	**6**	**350**	**6½**	**3/16**	**2100**	**6**	**400**	**2400**
2″ O. D. Pipe	6	200	3	0	1200	6	240	4	½	1440	6	298	1788
1⅝″ U-Bar Size A	**4**	**225**	**2½**	**0**	**900**	**4**	**245**	**3¼**	**¼**	**980**	**4**	**325**	**1300**
1⅝″ O. D. Pipe	4	110	⅞	0	440	4	120	15/16	3/16	480	4	270	1080

The Square Terminal Post

—one of the four exclusive Anchor Features

A NOTABLE improvement in fence construction, introduced by this company, is the *square* terminal post shown to the right.

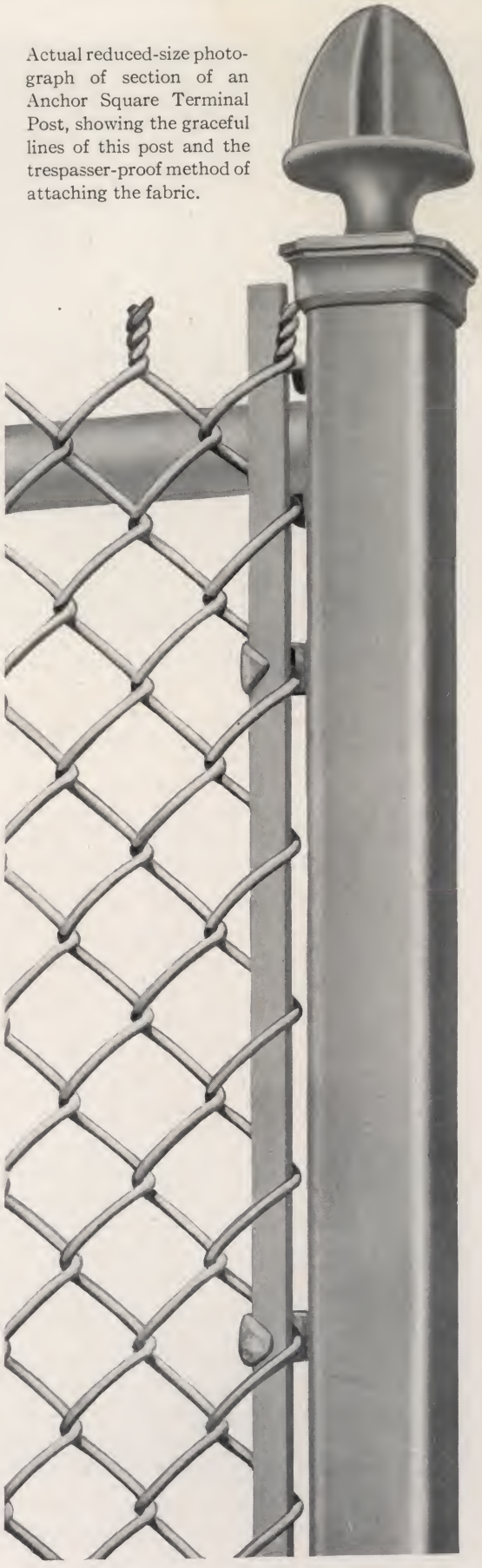
As can be seen from the photograph the fabric is held to this post by special hooks which are bolted to the post from the *inside* and cannot be detached from the *outside*. Furthermore, the absence of tension rings on this post makes climbing practically impossible and, together with the graceful lines of the square post itself, adds immeasurably to the appearance of the fence as a whole.

The square terminal posts, like the **U**-bar intermediate posts, are heavily galvanized by the thorough hot-dip spelter method as a protection against rust. They are much stronger than round posts of comparable size, as the test illustrated on the opposite page and tabulated below shows.

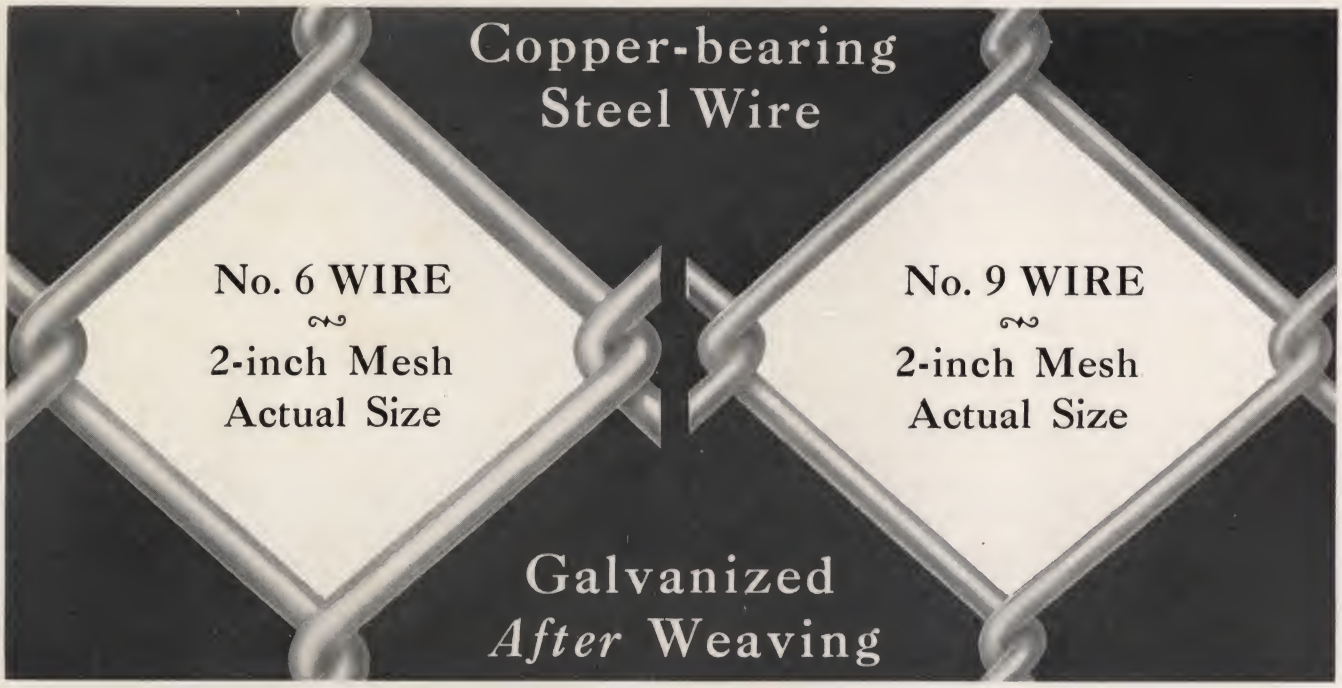
All Anchor Chain Link Fences can be equipped with this improved post, which is used at ends, corners and gates with openings up to 26 feet.

Terminal Post Bars tested	Test No. 1 Within the elastic limit				
	L Ft.	W Lbs.	D In.	d In.	F Ft. Lbs.
2½″ Sq. Terminal Post Size 25-S	**6**	**600**	**2½**	**0**	**3600**
3″ Outside Diameter Pipe.....	6	500	1⅞	0	3000
3″ Sq. Terminal Post Size 30-S..	**6**	**1200**	**2¼**	**0**	**7200**
4″ Outside Diameter Pipe.....	6	1200	1¾	0	7200

Terminal Post Bars Tested	Test No. 2 Beyond the elastic limit					Test No. 3 Point of failure	
	L Ft.	W Lbs.	D In.	d In.	F Ft. Lbs.	W Lbs.	F Ft. Lbs.
2½″ Sq. Terminal Post Size 25-S...	**6**	**850**	**4**	**¾**	**5100**	**900**	**5400**
3″ Outside Diameter Pipe	6	700	3	½	4200	760	5320
3″ Sq. Terminal Post Size 30-S...	**6**	**1550**	**3½**	**¾**	**9300**	**1600**	**9600**
4″ Outside Diameter Pipe.....	6	1550	3⅛	¾	9300	1600	9600



Actual reduced-size photograph of section of an Anchor Square Terminal Post, showing the graceful lines of this post and the trespasser-proof method of attaching the fabric.



Why Anchor Fabric lasts for years

THE strength, durability and economy of a fence are governed to a large extent by its fabric. First, it should be strong. Secondly, it should be thoroughly protected against rust.

For our Chain Link Fabric we use the best quality open hearth *copper*-bearing steel wire, No. 6 or No. 9 gauge (No. 11 gauge for Tennis Fences), the former being the size we usually recommend and which is most commonly used. Woven into a fabric, it makes an impregnable barrier.

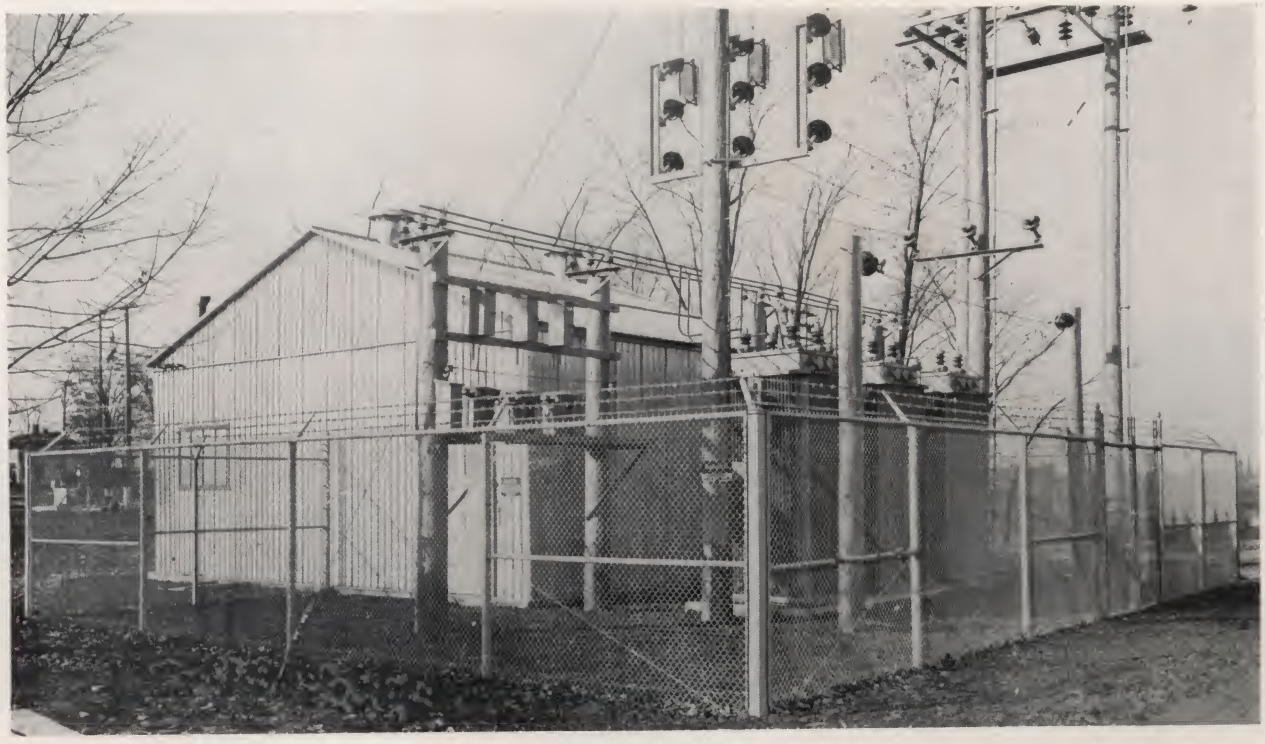
This wire, because of its copper content, is rust-resisting in itself. As a double safeguard against corrosion, however, it is galvanized by dipping the fabric into molten zinc *after* the weaving process has been completed. It is, therefore, armored throughout by a thick zinc coating, four to five times as heavy as that applied to ordinary commercial wire galvanized *before* weaving.

Fabric construction of this kind means *permanency*.

A view of the galvanizing room in our Cleveland, Ohio, plant, showing our method of galvanizing fence wire *after* it has been woven.

Type AT-1—Industrial Housing Fence

A Chain Link Woven Steel Industrial Housing Fence furnished and erected by us for the West End Coal Company, Mocanaqua, Pa. Total amount of fence in this illustration is over 15,000 feet, including 126 single gates.



Type DTA-1—Transformer Station Fence

This Anchor Chain Link Fence surrounds one of the outdoor transformer stations of the Cleveland Electric Illuminating Co., Cleveland, O. A fence of this type is unclimbable and impregnable—proof against the most curious of meddlers. Besides, its construction is enduring.

Fences for Automobile Parking Stations

Anchor Chain Link Fences are frequently used as enclosures for factory and commercial automobile parking stations. The fence shown is our type DTA-1, at the plant of the McKinney Steel Co., Cleveland, O.

These fences provide effective protection and their sturdy construction withstands the hard bumps administered by cars. They are made in several heights and can be furnished with or without barbed wire topping.

Tennis Court Enclosures and Back Stops

Anchor Tennis Fences are made in 8, 10 and 12-foot heights, and with a strong galvanized chain link fabric of No. 11 steel wire. Our standard steel drive-anchored posts are used.

We are prepared to furnish Anchor Tennis Fences for factory tennis courts, tennis and country clubs, private grounds, or for any other location. The Anchor-fenced tennis courts shown to the right are those of the Hartford Fire Insurance Co., Hartford, Conn.

Fences for Athletic Fields

The fence illustrated was made and erected by us for Strawbridge & Clothier, Philadelphia, Pa.

Hard knocks from batted balls do not in the least harm a fence such as this one. Its strong chain link fabric of steel wire will withstand the hardest of blows.

The Anchor-Weld Process of Railing Construction

A MODERN method of electric-welding which has revolutionized the manufacture of iron picket railings and ornamental gates.

The old method of construction: Before the introduction of the Anchor-Weld method of making railings and gates the common practice was to build these up by piercing or punching the horizontal members and inserting the upright pickets through the rails. The pickets were held in place either by pins or by calking the metal of the rail against the sides of the pickets. The fault of this construction is in the fact that the rails are weakened by the holes punched in them and the union of the rails and pickets is very slight.

The Anchor-Weld Method: As contrasted with the above is the Anchor-Weld Type of Railing or Gate. In these, grooved square members are used for both rails and pickets. The rails consist of two of these members with the pickets between them.

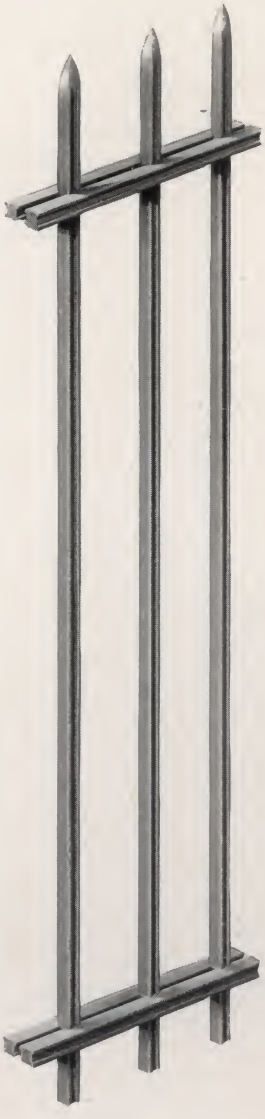
In the process of manufacture each intersecting joint of picket and rail is electrically welded by powerful welding machines, bringing the members instantly to a welding heat and exerting at the same time an enormous mechanical pressure. The flanges of the grooved square members are in this way fused together, so that the panel of gate or railing when finished is practically one solid steel structure. (See detailed illustrations below.)

Remarkable Strength: An eight or ten-foot panel of Anchor-Weld Railing will span from post to post, and not only carry its own weight but an additional load of several hundred pounds as well. In the test shown on this page, five men, whose combined weight is 850 pounds, caused a deflection of less than one-half inch—and when they stepped off the railing, it returned to normal again.

With pickets and rails inseparably welded together, this railing is strong and rigid for every foot of its length.

Beauty of Line:

Railings, and particularly gates, are often disfigured through the necessary addition of re-enforcing braces, lugs, or rivets. Anchor-Weld Railings and Gates, to the contrary, require no such unsightly support; their simple, attractive, clean-cut lines are unmarred by re-enforcing of any kind.



Railings Made the Anchor-Weld Way Have Remarkable Strength

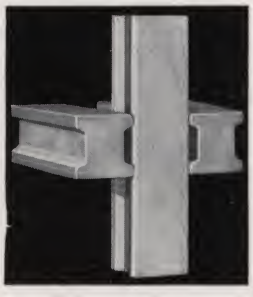


Fig. 1.—Showing picket and rails as assembled in jig, before passing through jaws of Electric Welding Press.

Fig. 2.—Showing picket and rails after welding has fused them together at eight points.

Fig. 3.—Same picket and rails, with ends of rails ground down to show perfect union of welded members.

Type RB-3—Anchor-Weld Railing

A section of the 450 feet of Anchor-Weld Railing fronting the property of the American Book Company, Bloomfield, N. J.

In square:—Anchor-Weld Railing and Single Walk Gate

In circle:—Anchor-Weld Double Driveway Gate.

MANY manufacturers, having factories located within city or suburban town limits, prefer high iron railings to any other form of fencing, because of their more attractive and substantial appearance. Frequently these are used on the street front only, our Chain Link Fence being used for the side and back lines.

Anchor-Weld Railings and Gates are made in a wide variety of types and sizes to meet all conditions. Because of their inherent strength and rigidity they need no unsightly braces, lugs or rivets for re-enforcing, but their most characteristic feature is the sinkage or groove of the bars which gives a very pleasing effect. Even the plainer types are for this reason interesting. There is nothing commonplace about any of them.

An extra rail added, either as a top or bottom member, with its fine lines like a steel moulding, is in itself an ornament, and if further decoration is desired, scrolls, rings or ovals can be used to form a number of attractive designs.

On the preceding page we bring out some of the salient points of Anchor-Weld Railing construction.

Type RA-3—Anchor-Weld Railing

An installation of Anchor-Weld Railing, 7 feet high, at the Bethlehem Shipbuilding Corporation, Elizabeth, N. J.

Ornamental Entrance Gates

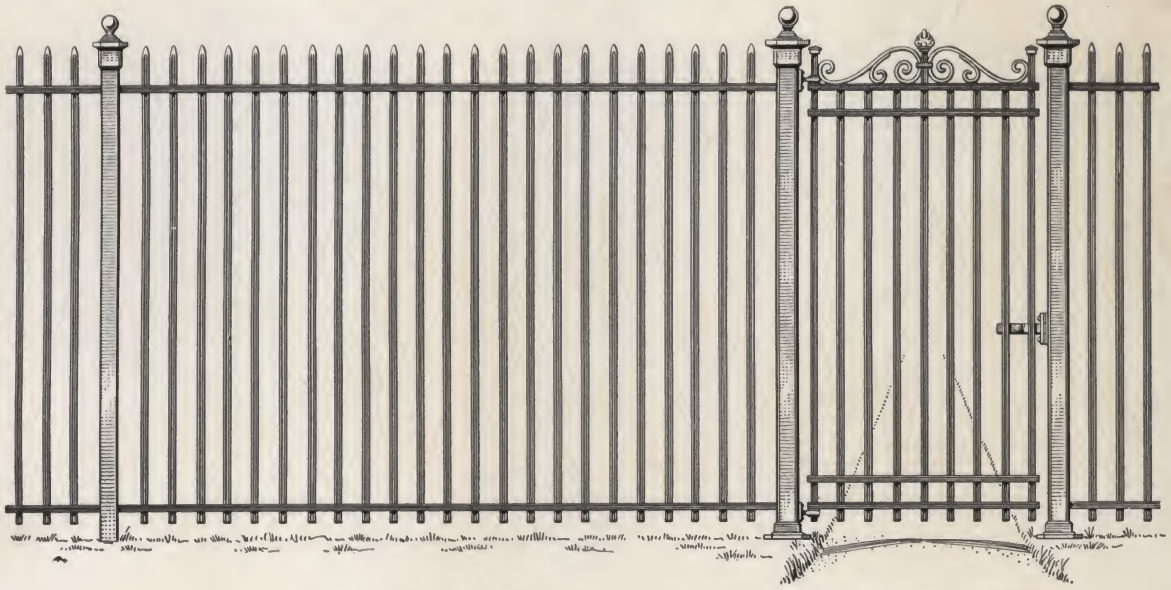
These gates are at the factory of the Duratex Company, Newark, N. J.

Anchor-Weld Railing and Entrance Gate

Installed on the property of Springfield Gas Light Company, Springfield, Mass.

Type RB-3—Anchor-Weld Railing

This railing, which is 8′-6″ in height and 947 feet long, was erected by us on the property of the Commonwealth Edison Company, Chicago, Ill.



Anchor-Weld Railing—Type RA-3. Walk-Gate—Type GA3-1

Type RA
1 Rail at Top.
1 Rail at Bottom.

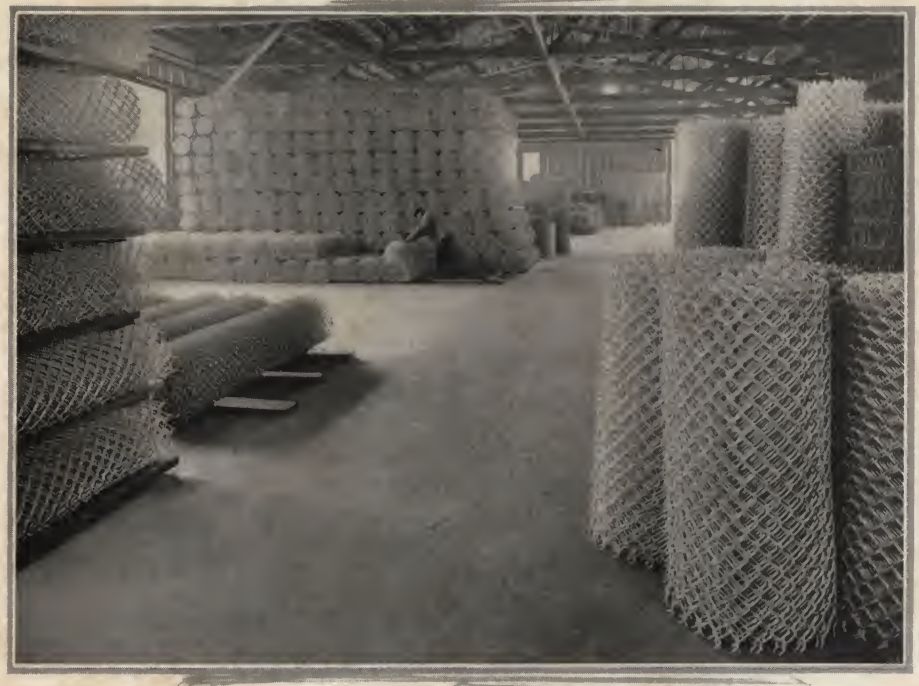
Type RB
2 Rails at Top.
1 Rail at Bottom.

Type RC
1 Rail at Top.
2 Rails at Bottom.

Type RD
2 Rails at Top.
2 Rails at Bottom.

Type of Railing	Size of Pickets	Spacing of Pickets C to C	Standard Length of Panels	Height of Railing from Ground to Top of Picket—Approximate Weight per Lineal Foot, Including Line Post							
				3′–0″	3′–6″	4′–0″	4′–6″	5′–0″	6′–0″	7′–0″	8′–0″
RA-1	½″	4″	8′–0″	13 lbs.	14 lbs.	15 lbs.	.....	.....	.....	.....	.....
RB-1	½″	4″	8′–0″	14 "	15 "	16 "	.....	.....	.....	.....	.....
RC-1	½″	4″	8′–0″	14 "	15 "	16 "	.....	.....	.....	.....	.....
RD-1	½″	4″	8′–0″	16 "	17 "	18 "	.....	.....	.....	.....	.....
RA-2	⅝″	4½″	10′–0″	.....	17 "	19 "	23 lbs.	25 lbs.	.....	.....	.....
RB-2	⅝″	4½″	10′–0″	.....	20 "	21 "	25 "	27 "	.....	.....	.....
RC-2	⅝″	4½″	10′–0″	.....	20 "	21 "	25 "	27 "	.....	.....	.....
RD-2	⅝″	4½″	10′–0″	.....	22 "	24 "	28 "	29 "	.....	.....	.....
RA-3	¾″	5″	10′–0″	.....	.....	26 "	30 "	33 "	37 lbs.	41 lbs.	46 lbs.
RB-3	¾″	5″	10′–0″	.....	.....	30 "	34 "	36 "	40 "	45 "	49 "
RC-3	¾″	5″	10′–0″	.....	.....	30 "	34 "	36 "	40 "	45 "	49 "
RD-3	¾″	5″	10′–0″	.....	.....	33 "	37 "	40 "	44 "	48 "	53 "

ANCHOR MANUFACTURING FACILITIES



Top: Plant of the Anchor Post Fence Co., Baltimore, Md., one of the largest single chain link fence production units in the country. *Center:* A view of one of our large fabric storerooms. *Bottom:* Plant of the Anchor Post Fence Co., Cleveland, Ohio.

PARTIAL LIST OF ANCHOR FENCE PROTECTED FACTORIES

Adirondack Light & Power Co.	Schenectady, N. Y.
Alpha Portland Cement Co.	Easton, Pa.
Aluminum Castings Co. (3 plants)	Detroit, Mich.
American Bosch Magneto Corp.	Springfield, Mass.
American Car & Foundry Co.	New York City
American Locomotive Co.	New York City
American LaFrance Engine Co.	Elmira, N. Y.
American Thread Co.	Willimantic, Conn.
American Woolen Co.	Andover, Mass.
Atlas Powder Company ([illegible] plants)	Wilmington, Del.
Babcock & Wilcox Company	Barberton, Ohio
Bayway Terminal	Elizabeth, N. J.
Berkshire Cotton Manufacturing Co.	Adams, Mass.
Bethlehem Steel Company	Bethlehem, Pa.
Cadillac Motor Car Co.	Detroit, Mich.
Calumet Baking Powder Co.	Chicago, Ill.
Chase Metal Works ([illegible] plants)	Waterbury, Conn.
Chevrolet Motor Co.	Bay City, Mich.
Cleveland Co-operative Stove Co.	Cleveland, Ohio
Cleveland Electric Illuminating Co.	Cleveland, Ohio
Cluett, Peabody & Co., Inc. (3 plants)	Troy, N. Y.
Cohoes Light & Power Co.	Cohoes, N. Y.
Consolidated Gas Co. of N. Y.	New York City
Converse Rubber Shoe Co.	Malden, Mass.
Consumers Power Co.	Kalamazoo, Mich.
Crocker-Wheeler Co. (2 plants)	Ampere, N. J.
Crouse-Hinds Co.	Syracuse, N. Y.
Deere, John Harvester Works	East Moline, Ill.
Delaware, Lackawanna & Western R. R.	New York City
Detroit & Toledo Shore Line R. R.	Detroit, Mich.
Diamond Match Company ([illegible] plants)	New York City
Dodge Brothers, Inc.	Detroit, Mich.
DuPont, E. I. de Nemours & Co. (30 plants)	Wilmington, Del.
East Ohio Products & Refining Co.	[illegible], Ohio
Edison Elec. Illuminating Co. ([illegible] plants)	Boston, Mass.
Electric Products Co.	Cleveland, Ohio
Electric Storage Battery Co.	Philadelphia, Pa.
Edison Lamp Works	Harrison, N. J.
Erie R. R. Co.	New York City
Faultless Caster Co.	Evansville, Ind.
Firestone Tire Co.	Akron, Ohio
Fisk Rubber Co.	Chicopee Falls, Mass.
Fleischmann Company	Peekskill, N. Y.
Ford Motor Co.	Detroit, Mich.
Fremont Foundry Co.	Fremont, Ohio
Galena Signal Oil Co.	New York City
General Electric Co. ([illegible] plants)	Schenectady, N. Y.
Grasselli Chemical Co.	Toledo, Ohio
Hadley Mills	Holyoke, Mass.
Hendee Manufacturing Co.	Springfield, Mass.
Hercules Powder Co.	Wilmington, Del.
Hockanum Mills Co. ([illegible] mills)	Rockville, Conn.
Holland Furnace Co.	Holland, Mich.
Inman Mills	Inman, S. C.
International Harvester Co.	Chicago, Ill.
International Motor Co.	Plainfield, N. J.
Interstate Public Service Co.	New Castle, Ind.
Iroquois Gas Corp.	Buffalo, N. Y.
Joanna Cotton Mills	Goldville, S. C.
Johns-Manville, H. W., Co., Inc.	Manville, N. J.
Johnson & Johnson, Inc.	New Brunswick, N. J.
Judson Mills	Greenville, S. C.
Kennedy Valve Co.	Elmira, N. Y.
Kincaid Manufacturing Co.	Griffin, Ga.
Knoxville Knitting Mills	Knoxville, Tenn.
LaCrosse Rubber Mills	LaCrosse, Wis.
Lincoln Motor Co.	Detroit, Mich.
Linen Thread Co.	Paterson, N. J.
Malleable Iron Fittings Co.	Branford, Conn.
McKinney Steel Co.	Cleveland, Ohio
Mill Power & Supply Co.	Charlotte, N. C.
Miller Rubber Co.	Akron, Ohio
Moore Bros. Stove Co.	Joliet, Ill.
Mt. Vernon Bridge Co.	Mt. Vernon, Ohio
National Cement Co.	Pittsburgh, Pa.
National Malleable Castings Co. ([illegible] plants)	Cleveland, Ohio
New Jersey Zinc Co.	New York City
New Jersey Worsted Co.	[illegible], N. J.
Newport News Shipbuilding & Dry Dock Co.	Newport News, Va.
New York, Westchester & Boston R. R.	New York City
[illegible] Woolen Mills Co. ([illegible] mills)	[illegible], Conn.
Ohio [illegible] Co.	[illegible], Ohio
Ohio Stove & Furnace Co.	[illegible], Ohio
Oriental [illegible] Co.	[illegible], N. J.
Packard Motor Co.	Detroit, Mich.
[illegible] Hosiery Mills	Columbus, Ga.
Pennsylvania Iron Works	[illegible], Pa.
Philadelphia [illegible] Co. ([illegible] plants)	Philadelphia, Pa.
Pierce, Butler & Pierce Mfg. Co.	Syracuse, N. Y.
Procter & Gamble ([illegible] plants)	Ivorydale, Ohio
Public Service Elec. & Gas Co.	Newark, N. J.
Pullman Co., The	Pullman, Ill.
Pure Oil Co.	Columbus, Ohio
Railway Steel Spring Co.	New York City
Red Star Yeast & Products Co.	Milwaukee, Wis.
[illegible] & Co.	Stamford, Conn.
Rome Brass & Copper Co.	Rome, N. Y.
S. K. F. Ball Bearing Co.	Hartford, Conn.
St. [illegible] Co.	Chicago, Ill.
Savage Manufacturing Co.	Savage, Md.
Sayles Bleachery Co.	Saylesville, R. I.
Scovill Mfg. Co. ([illegible] plants)	Waterbury, Conn.
[illegible] Co. ([illegible] plants)	Chicago, Ill.
Southern Mills Corp.	[illegible]
Standard Oil Co.	Long Island City, N. Y.
[illegible] & Co.	Trenton, N. J.
[illegible] Furnace Co.	Cleveland, Ohio
[illegible] & Co.	[illegible], Mass.
Swift Mfg. Co.	Columbus, Ga.
Swift Spinning Mills	Columbus, Ga.
Thomaston Cotton Mills ([illegible] plants)	Thomaston, Ga.
[illegible] Coal & Supply Co.	[illegible], N. J.
[illegible] Co., Inc.	Lowell, Mass.
Torrington Electric Light Co.	Torrington, Conn.
Union Gas & Elec. Co.	Cincinnati, Ohio
U. S. [illegible] Co. of America	Pittsburgh, Pa.
U. S. Cartridge Co.	New York City
U. S. Rubber Co.	[illegible], Conn.
United Railway & Elec. Co.	Baltimore, Md.
U. S. Asbestos Co.	Manheim, Pa.
U. S. Food Products Co.	[illegible], Ill.
Van Raalte Co.	Paterson, N. J.
Virginia-Carolina Chemical Co. ([illegible] plants)	Richmond, Va.
Virginia R. R. & Power Co.	Richmond, Va.
Walworth Manufacturing Co.	Kewanee, Ill.
Warner Chemical Co.	Carteret, N. J.
[illegible] Rubber Co.	New York City
Western Petroleum Co.	Louisville, Ky.
Western Electric Co.	New York City
West Va. Pulp & Paper Co.	[illegible], W. Va.
Westinghouse Elec. & Mfg. Co.	[illegible]
Williamsport [illegible] Mills Co.	Williamsport, Pa.
[illegible]	[illegible], Mass.
Yale & Towne Mfg. Co., The	[illegible]